

SULZER'S ROBIN PARDON IGNORED

Warden of Penitentiary Declines to Release Convict Banker.

COURT GRANTS WRIT

May Be Move to Determine the Governor's Own Legal Status.

TO BE ARGUED TO-MORROW

Returnable at Kingston, Where Benjamin F. Tracy Will Appear for Robin.

A pardon for Joseph G. Robin, the convicted banker, was granted by Gov. Sulzer on Saturday evening, and delivered at the Blackwell Island penitentiary yesterday.

Charles M. Whitney and Robert D. Ireland, legal advisers of Robin, delivered the pardon to Warden Hayes, who said: "Very good; very good," and then apparently contradicted the words by announcing that he could not release Robin on the strength of that document, because of an opinion from the Corporation Counsel to the effect that he should not recognize regulations for extradition and other papers from Gov. Sulzer until he shall emerge from under the impeachment cloud.

A writ of habeas corpus, granted by Justice Hasbrouck and returnable at Kingston to-morrow, was subsequently served on the warden. It is expected that an effort will then be made to get before the courts the question as to whether Sulzer has ceased to be Governor.

Mr. Sulzer has threatened to have a judicial determination of his rights before the impeachment trial, but has thus far been balked. It was believed last night by Mr. Whitney and others that he will now probably succeed.

Back of what seems to be evidence that the Governor had a personal interest in the pardoning of Robin is the interesting rumor to the effect that former Senator Peter Stillwell, now in Sing Sing, was a depositor in one of Robin's banks, and is willing to testify as to certain bribery allegations. Robin, it is said, can corroborate Stillwell, but he can do so more effectively if pardoned.

Mr. Whitney's Statement.

Mr. Whitney said concerning the pardoning of Robin: "Joseph G. Robin was never convicted of any crime. There was no trial in his case nor any evidence produced against him except that which was taken before the Grand Jury by which he was indicted, and the record shows that the principal witness on whose testimony the indictment was found afterward admitted under oath that his testimony before the Grand Jury was false."

"Upon an official investigation ordered by the District Attorney, senior Assistant District Attorney Frank Moss rendered a report stating that the defendant was innocent of the charge made against him. On the record, therefore, Mr. Robin stands not only unconvicted, but officially declared not guilty."

"It further appears upon the minutes that the District Attorney recommended to the court a suspension of sentence, which is a practical equivalent of a pardon by the Executive."

"Upon these facts, which do not appear to have been fully made public, and in view of the rule of law that no person should be punished unless proved to be guilty beyond a reasonable doubt, the pardon issued is only justice in the form of clemency."

"I have known Mr. Robin for some eight years or more. I sold him the Riverside Bank after negotiations, which lasted more than a year. The transaction was finally closed at 2 o'clock in the morning in Mr. Robin's apartment in the Hotel Pierpont. No memorandum of this agreement was made at the time. I took his word without hesitation and he made good to the dollar and to the letter. I have always regarded him as a man of rare ability, but have never questioned his honesty. I would take his word to-day without corroboration or collateral for any purpose or amount he might be willing to pledge it for, even though it came through the prison bars of Blackwell Island."

Says It Will Help Depositors.

Mr. Ireland, Robin's attorney of record, made this formal statement: "This is the most fortunate thing that has happened for the 30,000 or more depositors in the Washington Savings Bank, two and a half years. It places Mr. Robin in a position to pursue the locusts of these two banks as a free man, which he has been trying to do under great difficulties while in confinement."

Mr. Ireland in a later talk said that the pardon of Robin was not granted by Gov. Sulzer as a matter of clemency, but as a matter of right. It means, he said, that Robin wasn't guilty.

He explained that an application for a pardon was made long ago and that a hearing on the question before the Governor in February or March last. He would not discuss the chance which this action gives Mr. Sulzer to get his own affairs before the courts, except to say that Mr. Sulzer would have granted the pardon long ago if he hadn't known that it was going to be impeached.

Attended by Chester C. Platt.

The pardon was not on the printed form that is generally used. The text was written in long hand and, after the signature, "William Sulzer, Governor," bore the seal and the attestation of "Chester C. Platt, secretary to the Gov."

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PLAN TO SEIZE MANOEL'S GEMS

Carbonaries Say Diadem He Ordered Shall Not Leave Portugal.

LONDON, Sept. 2.—A despatch from Lisbon to the Daily Mail says the greatest secrecy is being observed in regard to the manner in which wedding presents are sent to ex-King Manoel, owing to the threats which have been made by the republican extremists. The royalists intend to send, among other presents, a set of silver knives, forks and spoons and a silver jewel case in the shape of a sixteenth century shield which is inscribed "From the City of Lisbon to its King."

Ex-King Manoel's present to his bride, a diadem of platinum studded with 2,000 diamonds and emeralds, has also been made here. There is much speculation as to whether or not these presents will ever reach their destination, as the Carbonaries, or extreme republicans, declare the gems shall never leave Portugal. The Carbonaries are constantly on watch at the shops where the presents were manufactured, and the makers of the diadem and other gifts have asked for police protection and also for assurances as to the safe transit of the gems.

It is said that steps were taken to send the gifts through one of the foreign legations, but the Government objected.

NOVICE BURNS TO DEATH IN HIS WRECKED AUTO

First Effort to Drive Car Fatal to Tire Dealer—Companion Is Burned Too.

William Gibley, an auto tire dealer of 17 South Lexington avenue, White Plains, was burned to death yesterday afternoon, when a light Ford touring car in which he was riding with John Pye, a chauffeur of 44 Railroad avenue, struck an electric light pole at 215th street and Broadway and was overturned. Pye was badly burned about the body that the physicians at the Washington Heights Hospital do not expect him to live.

According to statements of several witnesses of the accident, Gibley, who never ran a car before in his life, was at the steering wheel of the machine when it struck the pole. His body was pinned in by the wheel and an overturned seat when the machine turned turtle and he had no chance of escape. His body was burned almost to a crisp. It was identified by Frank Griffin, a clothing dealer of White Plains, who formerly owned the fatal machine.

Gibley and Pye, who to in the automobile business on a small scale, left White Plains early yesterday afternoon. Gibley, after buying tires and acetylene tanks from the Imperial Tire Company, was returning north on Broadway when the accident happened.

Mark McVitie, a chauffeur of 271 West Eleventh street, employed by Louis Rosenthal of 87 Avenue A, passed Pye and Gibley in his car at Broadway and 214th street. McVitie said that the White Plains car's speed was about forty miles an hour. According to him, Gibley was at the steering wheel of the car and Pye was leaning over him guiding its course. When he was a few blocks away he heard a crash and looking around saw the Gibley machine turn completely over. By the time he reached the spot the car was in flames and Pye was walking around the sidewalk with his clothes aflame.

Pye, who was badly burned, was taken to the Washington Heights Hospital. There he begged the doctors to save him, saying that he was just beginning to make good.

When the auto caught fire some one turned in a fire alarm. The firemen extinguished the flames, but the machine was totally destroyed.

Before the firemen arrived one of the acetylene tanks purchased by Gibley exploded. The shattered tank was hurled through the air, landing in front of Bricker's garage, 150 feet away. It narrowly missed hitting a woman who was wheeling a baby carriage. Seven other tanks and eleven automobile tire shoes were scattered in the street for nearly a hundred feet.

\$82,000 GIVEN TO EMPLOYEES.

Smith & Sons of Yonkers Make Another Division of Profits.

YONKERS, Sept. 2.—Thirty-five hundred men and women employed by the Alexander Smith and Sons Carpet Company of this city were made happy to-day by the distribution of bonuses aggregating \$82,000.

Employees of ten years standing received checks for an amount equal to 10 per cent. of their earnings during the six months ended June 30; those employed between five and ten years got checks for 5 per cent.

The company has been rewarding faithful employees in this manner for the past three years, and has now distributed \$12,000.

VANDERLIP ANSWERS OWEN.

Bank President Says He Wants Currency Bill Strengthened.

Frank A. Vanderlip, president of the National City Bank, in answer to the accusation made by Senator Owen that the bank is promoting a propaganda to discredit the currency bill said that he and other bankers have made what he believes to be an intelligent criticism of the bill and will continue to do so.

"No one sees more clearly than I the need of banking legislation," said Mr. Vanderlip. "I have preached this need for years."

"Now we have a start in banking legislation, and that is something to be grateful for. It is a move in the right direction, but I believe the present bill is very weak in certain spots and requires the changes suggested at Chicago. These changes were suggested by trained bankers, men who know what results are needed and how best to get those results."

"There is just as much patriotism among bankers as there is in Congress. Of course if you believe that all bankers are always actuated by petty, personal, mean, selfish motives, why that's too bad, but it isn't true."

"I have not directed a propaganda against the currency legislation, but I have intelligently criticized the bill, which as a trained banker and patriotic citizen I have a right to do and shall continue to do."

ARREST 5 IN THEFT OF \$875,000 PEARLS

London Jeweller Among Men Accused of Big Necklace Robbery.

GEMS FOUND ON PRISONER

Scotland Yard Officials Believe They Have Captured International Gang Leaders.

LONDON, Sept. 2.—Five men were arrested here to-day for the theft of the famous \$875,000 pearl necklace which was sent by registered mail from Paris to a jeweller named Meyers in this city and for which the police of Paris, London, Berlin, Vienna and other cities have been searching for several weeks. The five men were arraigned in Bow street court, where four of them were charged with having stolen the necklace and the other was detained as a witness. Some of the pearls were recovered.

The Scotland Yard officials, after a hopeless hunt for the necklace, received a clue last week through a Hatton Garden Jeweller, and by following this up they made the haul of the five men to-day. One of the prisoners, a Jeweller of Hatton Garden named Joseph Grizard, was captured at his place of business. Three others who gave the names of Lockett, Silverman and Gutworth were caught near the British Museum station house after having been tracked by the detectives. They resisted arrest and gave the police a hard fight before they were subdued.

Pearls Found on Prisoner.

The prisoners were searched and a number of the pearls that composed the necklace was found on one of them. An official given out the necklace was worth \$555,000, but Mr. Meyers, the owner, and Mr. Salomons, his Paris agent, who shipped the necklace here, placed the value at as high as \$750,000. It was insured for \$675,000 in Lloyds.

The police refuse to state the value of the pearls which were recovered, but say they have not the slightest doubt but that they are some of those composing the necklace.

When the prisoners arrived at Bow Street police court all the persons interested in the case had gathered there. They included Mr. Meyers, the owner of the pearls; Mr. Price, an assessor for Lloyds, who had just returned from Berlin, where he had gone to hunt down a clue to the gems; Chief Inspector Ward, who has had charge of the case, and ex-Supt. Leach of Scotland Yard, who was acting in behalf of the Lloyds underwriters.

The prisoners were brought in and cross-examined at length. They were then confronted with various essential witnesses, who when the police had finished with them were taken out through side doors and hurried away in taxicabs. It was not until after midnight that it was decided to charge four of the prisoners with stealing and receiving the necklace. McCarthy, the fifth man taken into custody, and who, like Grizard, was arrested in Hatton Garden, was held as a witness. He is expected to give important testimony for the prosecution.

Theft Occurred in London.

Chief Inspector Ward told the correspondent of THE SUN afterward that he believed the prisoners were the leaders of the jewel thieves of the world. Their reputation for cleverness is exceedingly high. Two of them are English crooks, while the others are foreigners. There is no American among them.

The police are reticent in regard to the details, but there is little doubt but that the necklace was stolen in London after the parcel had been delivered at its destination in Hatton Garden. The interval between the arrival at 3 o'clock and the time the package was opened at 10 o'clock on the morning of July 17 gave ample time for the thieves to substitute fresh seals on the parcel and place the lumps of sugar inside in place of the necklace.

If the police are able to convict the men under arrest and if they succeed in recovering the remainder of the pearls it is believed that it will mean the breaking up of one of the most dangerous gangs which has been operating in London and on the Continent.

WILSON PEACE PLAN APPROVED.

Hague Interparliamentary Conference Endorses Arbitration Scheme.

Special Cable Despatch to THE SUN. THE HAGUE, Sept. 2.—The interparliamentary peace conference opened here to-day. There was a debate on the resolution of Congressman Richard Bartholdt of Missouri, declaring in favor of the plan advocated by President Wilson and Secretary of State Bryan to investigate international disputes by an impartial commission before any country goes to war. The resolution, after being slightly modified, was passed with hearty approval.

LEFT COLLEGE TWO MILLIONS.

R. F. Doremus's Fortune Will Go to Washington and Lee.

The largest bequest to an educational institution in the South in years and one of the largest recently made to any college is disclosed in the transfer tax appraisal of the estate of Robert F. Doremus, member of the Stock Exchange firm of De Coppel & Doremus, showing that Washington and Lee University of Lexington, Va., will eventually receive \$2,000,000 under the will of Mr. Doremus.

Washington and Lee will receive the entire residuary estate, or \$1,992,000, upon the death of the widow, Josephine R. Doremus, who has a life interest, and will get \$100,000 more upon the death of F. Harrison Doremus, father of the testator. The appraisal of the Doremus estate shows that the broker left a net estate of \$2,091,107 and a net estate of \$1,992,000. Mr. Doremus's interest in his firm was valued at \$407,412.

2 KILLED, THIRTY INJURED IN WRECK OF NEW HAVEN'S BAR HARBOR EXPRESS

CONGRESS STIRRED BY NEW HAVEN WRECK

Resolution in House Says Dividends Have Been Placed Above Safety.

MAY ABOLISH WOOD CARS

Equipment, Roadbed and System Are Obsolete, Britton Charges.

WASHINGTON, Sept. 2.—The Wallingford wreck on the New Haven road is likely to lead to some definite action on the part of Congress in regard to compelling the railroads to substitute steel for wooden coaches. A resolution already has been introduced in Congress calling for an investigation of the New York, New Haven and Hartford Railroad, and there were other indications of activity among legislators to-day.

The Interstate Commerce Commission also has undertaken an investigation and members of the commission expressed the opinion to-day that this wreck is likely to result in legislation making it mandatory for the railroads to provide steel passenger cars within a fixed time.

The resolution of inquiry introduced in the House to-day was by Representative Fred A. Britton of Illinois. It called upon the Interstate Commerce Commission to make a thorough investigation of the New York, New Haven and Hartford with a view to suggesting legislation of a remedial character. The preamble recites that there have been not less than fourteen fatal wrecks on the New Haven within the last two years.

Equipment Is Obsolete.

The resolution adds that it is the commonly accepted opinion that the equipment, roadbed and general system of conducting the lines are antiquated to the point of being obsolete, and further, that there has been a protracted period in the history of the road where efficiency and safety of the passengers have been disregarded because the payment of large dividends has been considered the paramount necessity to the successful administration of the company. The resolution says that an investigation and remedial legislation have been rendered necessary. The Britton resolution has been referred to the Committee on Interstate Commerce.

In addition to this Chairman Adamson of the House Interstate Commerce Committee announced that his committee will begin the consideration at an early date of bills now before it requiring all railroads to use steel passenger equipment.

Congress already has taken the initiative by passing a bill providing that by July 1, 1916, no wooden cars shall be used in the United States mail service, and that the same protection should be afforded to passengers that is provided for mail clerks by the opinion expressed to-day by members who had succeeded in putting the mail coach bill through. It is acknowledged, however, that the railroads will have permission to increase their rates if any such extensive outlay is demanded in the immediate future.

The Interstate Commerce Commission is in sympathy with the general plan of legislation against wooden coaches. Commissioner McChord, in charge of the safety appliances division of the commission, when he received notification of the wreck immediately telegraphed to General Managers Woodward of the New Haven road warning him not to destroy the debris of the wooden coaches. In one or two previous wrecks the New Haven officials have coincidentally with taking care of the dead and wounded begun the work of destroying wrecked passenger equipment, so that when safety appliance inspectors arrived on the scene within a few hours after the wreck all they found was ashes and twisted steel.

Coaches Date to Civil War.

Statistics at the commission show that the New Haven road had at least a score and a half of passenger coaches that were used in transporting troops in the civil war, these going into service in 1862. At the most recent investigation of the commission into wrecks on the New Haven it developed that out of 2,288 cars of various types comprising the passenger equipment owned by the New Haven in June, 1913, only thirty-one were of all steel construction. Among the 2,257 were "the veterans" of the war between the States. In the decade preceding 1881 138 were built; 744 in the next decade, 311 in the next, 930 in the next decade. Eighty-nine coaches were built in 1912 and in 1913 the New Haven has added three passenger coaches to its equipment.

The total number of Pullmans in use on the New Haven the record shows to be 280, of which 24 are all steel, 57 with steel under frames and the remaining 55 of wooden construction.

Chief Inspector of Safety Appliances H. W. Bellnap left Washington this afternoon at 3 o'clock to take personal charge of the commission's preliminary investigation. Inspectors Howard and Lyon are already on the scene.

Commissioner McChord, commenting on the wreck to-day, said: "I can only say we are going to make a most thorough and efficient probe of the latest New Haven disaster. It would be improper for me to discuss the Wallingford wreck in advance of its being officially before me."

Commissioner McChord, however, called attention to the fact that in previous investigations of wrecks on the New Haven road was directed to the fact that this attention was among those that had made slow progress in the matter of steel car equipment.

For all summer drinks with ANGSTURM, a delicious aperitif and tonic. —Ad.

Dead and Injured in Wreck of the Bar Harbor Express

Identified Dead.

ALTSCHULE, WILLIAM, Norfolk, Va.
ARMSTRONG, MARGARET, Washington, D. C.
BIDDLE, HARRIETT, Torredale, Pa.
BULLITT, MARIE L., Philadelphia.
DAVIS, EMILIE KENNEDY, Philadelphia.
FOX, S. CROZIER, Ogontz, Pa.
GREEN, ALBERT, New York.
HOTCHKISS, PHILIP, New Haven.
HOTCHKISS, ROYAL W., New Haven.

Unidentified Dead.

YOUNG WOMAN who gave name "Mary Jane"; may be Mrs. Harriet Kronenberg, 511 Sixth avenue, Brooklyn.
WOMAN, middle aged, weighing about 200 pounds.

The injured.

HYMEN, ROBERT A., 449 Ladin street, Philadelphia, unconscious, Grace Hospital, New Haven.
KENNEY, WILLIAM.
HEARN, A., 1042 Dean street, Brooklyn, N. Y.; continued on to destination.
MCLOUGHLIN, CATHERINE, 473 Vanderbilt avenue, Brooklyn, New Haven Hospital.
MARIS, A. M., 40 Clinton street, Philadelphia, bruised about body; continued on to destination.
MURPHY, MISS MARGARET, 314 North Broad street, Philadelphia, scalp wound; continued on train to destination.
MOORE, GEORGE E., baggageman, right arm hurt; went home.
PRICE, PEMBERTON MORRIS and wife, 511 Bourne Building, Philadelphia, hip hurt and badly cut; wife badly hurt; New Haven Hospital.
PLACE, CHARLES W., 201 West Eighty-seventh street, New York; New Haven Hospital.
RAVITCH, JOSEPH, 131 East Twenty-third street, New York, right side of head cut a little; went home.
ROWLAND, W. O., JR., Frankfort, Pa.; New Haven Hospital.
STODDARD, MISS JEANNETTE, New York, condition serious.
SWEENEY, CATHERINE, of Mooney camp party; St. Raphael's Hospital, New Haven.
SHANLEY, FRANK P., 49 Plymouth street, New Haven, brakeman, condition not serious.
WINHAM, CHARLES, baggageman on second 84, back of head cut; went home.
ZIMMERMAN, ROSE, 616 East Seventeenth street, New York, badly hurt; New Haven Hospital.

NEW HAVEN AT LOWEST EBB.

Stock Touches 90 1/2, the Bottom Price in Fifty Years.

The New York, New Haven and Hartford stock sold yesterday at the lowest price it has touched in fifty years. In the first hour of trading on the exchange the stock reached down to 90 1/2, which is 1 1/2 points lower than the previous low record made August 27. Sales of 7,750 shares were made during the day. The stock closed at 91.

In the period from 1887 to 1893 the stock made its high record of 279. High for the year was 129 1/2, and this price was on January 10.

"DON'T LIKE THIS," SAYS MORGAN

He and G. F. Baker Go to Grand Central for News.

J. P. Morgan and George F. Baker, directors of the New Haven road, went to the Grand Central Station after receiving news of the wreck. They had a conference with several officials and spent some time in the room of Edward G. Riggs, executive assistant of the road. Mr. Morgan said he had no friends on the train.

"We don't like this sort of thing to happen," was his only comment on the wreck.

BACK TO LANTERN SIGNALS.

Mishap in Jersey City Puts Electric Out of Commission.

A Pennsylvania Railroad locomotive running light jumped the track at Railroad avenue and Henderson street, Jersey City, at 10 o'clock last night, and the wheels tore away the electric cables beside the track for 150 feet.

The current carried by the cables operates the electric signals on the stretch between Jersey City and Newark, and the accident put the signals out of order. A gang of men was put to work repairing the damage, but it was said that the signals could not be used until this morning.

After the accident lanterns were used for signalling for the stretch of nine miles.

ALFONSO TO SAVE ASSASSIN.

Asks Premier to Present Plan for Sancho Allegre's Life.

Special Cable Despatch to THE SUN. MADRID, Sept. 2.—King Alfonso has earnestly requested Premier Romanones to propose that the death sentence of Raphael Sancho Allegre, who tried to assassinate him last April, be commuted. The Government will comply with the request.

ASTOR HOUSE FOR TOMBSONES.

Wrecking Firm Will Sell Old Hotel's Granite to Mark Graves.

The dingy granite blocks that have served as walls for the Astor House for so long will be made into tombstones. The Public Service Commission opened bids yesterday for the wrecking of the old building, and the Hudson Wrecking and Lumber Company of 139 Broadway made the best offer. The company has received already from a tombstone maker in Long Island City an offer for the old granite blocks.

Some of the bidders wanted to be paid for tearing down the old hotel. Some of them offered to let the city keep the materials. The Hudson Wrecking and Lumber Company offered to pay the city \$3,533 if it could keep the materials, and no doubt the company will have the job.

Fast Train From White Mountains Smashes It From Rear.

WOODEN CARS ARE RENT

Passengers on Two Hind Coaches Hurled Into Fields Near Track.

THIRD CAR IN DITCH

Dense Fog in Early Morning Said to Have Hidden Signals.

BRAKES IN PERFECT ORDER

Joint Investigation Begun—Many Victims of Prominent Families.

Twenty-one persons were killed and more than two score injured when the White Mountain express on the New York, New Haven and Hartford crashed into the rear of the Bar Harbor express just outside of New Haven, Conn.

Two wooden Pullman coaches were smashed to splinters and a third toppled over in the ditch. Many of the victims were of prominent families returning from vacations in Maine.

Mothers who were anxious about the fate of sons returning from camps in Maine stormed the Grand Central Station.

An official statement given out by the New Haven says that fog bothered the engineer and he saw the train and signal too late to stop.

A resolution was introduced in Congress attacking the New Haven for its "obsolete" equipment and calling for a full investigation. It is believed that legislation will be urged to make railroads use only all steel passenger coaches.

TWO COACHES SPLINTERED.

Third Car Flung Into Ditch by Engine on Express.

NEW HAVEN, Sept. 2.—The first section of the White Mountain Express ran into the second section of the Bar Harbor Express, both trains filled with returning vacationists, a few miles north of New Haven on the New York, New Haven and Hartford Railroad just before 7 o'clock this morning, killing twenty-one persons and injuring thirty.

The White Mountain train ripped its way through the two last cars of the Bar Harbor train and tossed the third car from the last over on its side in a ditch.

The wreck occurred between North Haven and Wallingford, Conn. The Bar Harbor train had stopped at a signal set against it. An instant after it stopped the following train was upon it.

The engineer of the second train had no time to shut off his power. He said that a fog, which partly obscured the flatlands on which the accident occurred, prevented him seeing the danger signal until he was almost abreast of it.

Howard Elliott, the new president of the New Haven, entered upon his duties for the first time this morning, arriving in New Haven from Keene, N. H., on a train passing over the same tracks as the trains in the wreck, two hours before them.

J. H. Hustis, the new vice-president of the New Haven, who may be president of the road as soon as Mr. Elliott is elected to the chairmanship of the board, some time this fall, also assumed his office only this morning.

On Straight Track.

The wreck occurred on a stretch of almost level double track between Wallingford, twelve miles north of New Haven, and North Haven.

The second section of the Bar Harbor Express passed Wallingford at 6:43 A. M., approximately eight minutes after the first section.

A local was running ahead of the first section of the Bar Harbor train, and the stops made by this local held up the through train.

The first section of the White Mountain Express passed Wallingford at 6:51 A. M., eight minutes behind the other express.

The big Pacific type locomotive, a sister of the engine which flung in the Stamford wreck last spring, rammed its way through the last two Pullmans of the stalled train, taking along the frame of one vestibule on the own back and literally breaking up and throwing the rest of the two cars into the air.

Wrecked Cars Splintered.

It could not be said that the locomotive telescoped the cars, for this would seem to imply that they remained more or less intact about the intruding mass of machinery. The vestibule frame which the locomotive after its rush through the train wore the same sort of ghastly cap and another vestibule with a few feet of the sides of a car clinging to it were the only pieces of either of the two cars which were much too large to be used for firewood.

After smashing up two flimsy wooden cars, the big locomotive save the third &